NHAI Projects in 2007-08

1528. SHRIMATI SHOBHANA BHARTIA:
PROF. ALKA BALRAM KSHATRIYA:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the National Highways Authority of India (NHAI) has not been able to achieve the targets of their development projects in the first nine months of the year 2007-08;

(b) if so, the reasons therefor;

(c) whether there is steep escalation in several projects of NHAI due to delay in completing the work in time;

(d) if so, the details thereof; and

(e) the steps taken by Government to complete the projects with NHAI, without any further delay?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) Yes, Sir. There is some shortfall in achievement of targets.

(b) The shortfall is due to poor performance of contractors, problems of land acquisition especially in State of Assam, Punjab, West Bengal and Uttar Pradesh, delays in obtaining forest clearance in Uttar Pradesh and law & order problem in Assam etc.

(c) and (d) The increase in cost due to escalations are paid as per contract. If the project is delayed due to fault on the part of contractor, liquidated damage is imposed and no escalation is paid. Escalations are paid only in case of default by National Highways Authority of India (NHAI). The actual increase in cost due to escalation can be determined only on completion of the project.

(e) Regular review meetings are being held with contractors and if any slackness is detected notices are issued to being improvements. Contracts with poor performances are being rescinded. Matter is being pursued with the State Governments at highest levels to expedite forest clearances, shifting of utilities and for improving law & order so as to remove the bottlenecks.

Sethusamudram Project

†1529. SHRI LALIT KISHORE CHATURVEDI:
DR. GYAN PRAKASH PILANIA:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the total expenditure to be incurred on Sethusamudram project togetherwith the annual income to be earned and the ordinary expenditure to be incurred;

(b) the capacity of ships which could pass through this canal;

(c) whether any study has been conducted with regard to the effect of waste released by ships on fishing industry of this area and health of people consuming contaminated fishes;

† Original notice of the question was received in Hindi

(d) whether the pearl fishing in the Bay of Mannar and its surrounding areas would not be adversely affected as a result thereof; and

(e) whether Government has given any consideration to the security concerns due to this canal?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T. R. BAALU): (a) The approved estimated cost of the Sethusamudram Ship Channel Project is Rs. 2427.40 crores. As per the projections in the Detailed Project Report, subject to certain assumptions, the cumulative annual income and the cumulative annual expenditure from the project for the period upto the year 2038 is Rs. 21803.30 crores and Rs. 7468.30 crores, respectively.

(b) Vessels of size upto 30,000 DWT with full load and upto 50,000 DWT with partial load are expected to use the channel.

(c) an Initial Environmental Examination Study and a Comprehensive Environmental Impact Assessment and Techno Economic Viability Study have been conducted by the National Environmental Engineering Research Institute, Nagpur. In addition, an Oil-Spill Study has been conducted by Indomer Coastal Hydraulic Pvt. Ltd.

(d) There is no pearl fishing in Sethusamudram Ship Channel Project area, particularly from Adam's Bridge to Palk Bay/Palk Strait connecting with the Bay of Bengal.

(e) The Sethusamudram Ship Channel Project was approved by the Government in May, 2005 after obtaining all necessary clearances and inter-Ministerial consultations.

Utilisation of funds to check road accidents

1530. SHRIMATI SUPRIYA SULE: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether India has earned the dubious distinction of registering the maximum number of fatal accidents in the world-1.05 lakh in a year;

(b) whether the Union Government, State Government and National Highways Authority of India have been unable to spend the funds allotted for road safety over the last three years;

(c) whether the Centre has spent Rs. 43 crores out of Rs. 50 crores;

(d) the States which have failed to utilize the amount for road safety measures; and

(e) the measures and steps Government has taken to utilize the funds fully to check the accidents?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K. H. MUNIAPPA): (a) The World Road Statistics, 2007, which provides data for the year 2005 in respect of India, indicates that the number of persons killed in road accident in India was 94968, whereas the number of persons killed in road accident in China was 98738.

(b) The funds allocated to this Ministry for Road Safety are utilized for implementing the scheme-Awareness Campaign for Road Safety, Refresher Training to Heavy Motor Vehicle